

Fuel for Thought

March 2006
939th Air Refueling Wing
Portland IAP, Ore.

◆ BRAC Transition

Looking forward

— Page 2

◆ Warfighting

Commander welcomes home troops,
prepares for her own desert duty

— Page 4



Seal of approval

FuelForThought

March 20th is the deadline for submissions to the April issue of

Fuel For Thought.

All articles and photos must be turned in to the 939th Airlift Wing Public Affairs office by 4 p.m.

Wing Commander

Col. William Flanagan

Chief, Public Affairs

Maj. James Wilson

Public Affairs Specialists

Ms. Ruby Zarzyczny

Tech. Sgt. Paul Persson

Unit PA Representative

Chief Master Sgt.

Michael Steinbach

This funded Air Force newspaper is an authorized publication for members of the U.S. military services. Contents of the **939th Fuel for Thought** are not necessarily the official views of, or endorsed by, the U.S. government, Department of Defense or the Department of the Air Force. Editorial content is edited, prepared and provided by the Public Affairs office of the 939th Air Refueling Wing, (503) 335-4621. All photos are Air Force unless otherwise indicated.

ON THE COVER

Photo by
Maj. James Wilson

Senior Airman
Deidre Barry,
939th Maintenance
Squadron aircraft fuel
systems apprentice, checks
seals on the fuel tank of a
KC-135R aircraft.



Colonel Cavin

Looking forward

By Col. Donald Cavin
 939th Air Refueling Wing vice commander

Now that the SATAF has come and gone, we have an outline shaping the future of the 939th Air Refueling Wing. For many of us, the timeline ahead raises as many questions as it provides answers. I raise one challenge: Look forward to the future, not back to the past!

The 939th ARW excels through the collection of *your* individual efforts. It's natural for an event such as BRAC to cast a shadow over our everyday (or Unit Training Assembly) routine. The journey ahead will be hazy at times; clouded by a lack of hard information or a hesitancy to act.

Stay on course, prepare yourself. We each possess a unique set of circumstances: our personal lives, the stage of our careers, and the type position we hold with the Reserves (Traditional Reservist, Air Reserve

Technician or Civilian). Each of us is faced with some difficult decisions in the near future. There are a number of tools available for information and advice; but in the end, it is an individual and family decision as to the direction to choose at the split in the road.

As an organization, the 939th is looking forward. We have much in common; most importantly, a sense of duty and a desire to serve. Our core values of integrity, service and excellence provide a solid framework to live by.

We will continue to train and meet mission demands to our fullest capacity. We will do so safely and with the highest of standards. We will maintain our legacy and carry our heritage into the next decade, laying the foundation for our mission in space. Anything less would be a travesty to those who have served before us.

As you look forward, take charge of your future. Your surroundings offer a wealth of experience and tools to prepare for the road ahead. Take advantage of them! Tackle those CDC's early; complete your PME; garner that five or seven level rating; hone those primary skills, head up a special project, jump on that supervisory or Flight Commander responsibility. Your commitment to professional development now will pay dividends in your military and civilian career long after the 939th lowers the flag here at Portland.

I don't expect you to lay out a road map on your own. That "wealth of experience" is held by your coworkers, supervisors, senior NCO's, First Sergeants, Career Advisors and Commanders. Tap that experience and knowledge to plot your course. Take advantage of the mentoring process both formally and informally.

Challenge your supervisor to keep your OJT on track and career moving forward. If you are a supervisor, make it happen! You owe it to your people. Each time we check off a milestone we grow personally and are better prepared when opportunity knocks and the door cracks open just enough for you to take advantage.

I have a simple philosophy when it comes to work. Do your best. It never fails to make me feel good when I'm driving out the main gate. You wouldn't be here if you didn't have the desire to be part of the 939th and Air Force Reserve.

Look forward to the future. Do your absolute best in charting your course. You will excel and feel good about your career—no matter where your journey takes you.

AFRC begins process for realigning Portland mission

By Maj. James R. Wilson
939th Public Affairs Office

The realignment of the 939th Air Refueling Wing's mission is officially underway.

What Reservists here have anticipated for almost nine months commenced when 26 members from Air Force Reserve Command arrived Feb. 13 for a Site Activation Task Force, or SATAF.

The three-day assignment for the AFRC team was used to identify issues and action items necessary to implement the 2005 Base Realignment And Closure Commission recommendations for Portland. The team brought with them a general outline of BRAC milestones to guide the unit through the realignment process.

Those questions that could not be answered on the spot were included in the STAF report with the understanding they will be addressed in a timely manner.

"The crossflow of information between the unit, Numbered Air Force and Major Command is a vital part of this process," said Lt. Col. John Rocchio, assistant chief of AFRC's Programs Division. That dialogue will, in turn, be used as "AFRC develops a Programming Plan with specific guidance and base closure milestones for accomplishing each of the recommendations."

KC-135 aircraft assigned to the 939th ARW will be distributed to March Air Reserve Base, Calif. and Tinker Air Force Base, Okla., beginning in April 2007. The Reserve flying mission at Portland will cease entirely by Sept. 30, 2007.

Operations and maintenance positions will increase at the 507th Air Refueling Wing (Tinker AFB) to reflect additional aircraft assigned there. However, the number of manpower authorizations available for Reservists at the 507th ARW remains unclear. Officials at AFRC see small growth potential there because of an Air National Guard unit's relocation from Will Rogers Air Guard Station to Tinker. Under this plan, Guard and Reserve members will work together in supporting the flying mission there.

One significant change for 939th members was AFRC's decision to leave members of the wing staff and mission support group at Portland until 2010.

"The decision to leave the 939th Expeditionary Combat Support Group at Portland until 2010 was based on military construction requirements at [Vandenberg AFB, Calif.]," Colonel Rocchio said. "We originally had military construction scheduled for 2007 but that changed in order to accommodate more pressing requirements. The command can't move people to Vandenberg unless we have the appropriate facilities to accommodate them."

The colonel added that individuals in Expeditionary Combat Support positions would continue their wartime training and be eligible for deployment taskings in the future.

Officials from the 939th's military and civilian personnel offices met with unit members to discuss tools available to assist in the upcoming transition. Some of the primary tools are web-based job placement services. These "clearinghouses" will work

to match BRAC-displaced people with new opportunities.

Enrollment in a military or civilian clearing house is based on the planned Reduction In Force date. The RIF date for members in operations and maintenance is Sept. 30, 2007. As a result, members in those specialties can register in the clearing house as soon as April 1, 2006. A separate RIF will be held for reservists in the 939th Mission Support Group sometime in 2010. AFRC is still determining if ECS members will be authorized to register in the clearing house.

While there are numerous issues that need to be addressed in order to complete the BRAC-mandated actions, none are considered "showstoppers."

"I'm grateful for the way members of this unit rolled up their sleeves and went to work in an effort to identify and resolve those matters which might otherwise impede the realignment," said Col. William Flanigan 939th ARW commander. "That kind of attitude is the reason why the team from AFRC did not feel there were any showstoppers for our realignment."

"The SATAF provided the 939th with a general timeframe for the movement of aircraft and [manpower] authorizations," Colonel Flanigan said. "This is critical when trying to make long-term plans. The 939th and Reserve Command is here to assist those who are interested in continuing their military careers. I encourage members to seek the appropriate assistance so they can make informed decisions on their futures." (*Editor's note: A final report containing additional information on the SATAF is available on the 939th BRAC web site.*)

A Closer Look

The Site Activation Task Force at Portland provided details on the current plan to realign the 939th Air Refueling Wing's mission. Although specific details are still being addressed, some of the guidelines include:

- transferring all of the unit's KC-135 aircraft to other installations by Sept. 30, 2007
- moving manpower authorizations for the 939th Expeditionary Combat Support Group to Vandenberg Air Force Base, Calif. no later than Sept. 30, 2010
- conducting two Reductions In Force—one on Sept. 30, 2007 for operations and maintenance positions; another on Sept. 30, 2010 for the remaining ECS specialties
- defining the Vandenberg ECS package which includes wing staff, civil engineer squadron, communications flight, medical, military personnel flight, logistics readiness squadron, services flight and security forces
- establishing the timeline (fiscal years 2008 and 2009) for military construction to begin at Vandenberg
- confirming the April 1, 2006 registration date for reservists in the Air Force Reserve Command clearing-house (operations and maintenance specialties only)
- gathering additional data to be used in determining the future of the 83rd Aerial Port Squadron

Commander welcomes troops home, prepares for her own desert duty

By Maj. James R. Wilson
939th Public Affairs Office

For a part-time organization, members of the 83rd Aerial Port Squadron are providing 'round-the-clock' capability for the Air Force's operations in the Middle East.

Twenty four members of the unit just returned to Portland in early February after a 10-month mobilization which included a deployment to Southwest Asia. Now it's the squadron commander's turn.

Maj. Connie Jenkins has her bags packed and is leaving the Pacific Northwest in March for a five-month deployment to Iraq. A 17-year Air Force veteran, Major Jenkins has never been directly involved in an overseas contingency operation—until now. The fact that this is her first deployment is somewhat ironic in that she has spent the better part of her career moving people and cargo where and when the Air Force needs it.

"I've watched members of my unit deploy," Major Jenkins said. "I've watched a number of people [in the 939th Air Refueling Wing] deploy, but I've never had a chance to serve overseas myself. When people ask why Iraq, tell them 'I'm patriotic and want to do my part.'"

The aerial port squadron at Portland—and others throughout the Reserve Command—have a direct impact on the Air Force's logistics process and its ability to deliver time-sensitive material to support wartime operations.

Major Jenkins joined the 83rd APS as the officer in charge of the Air Terminal Operations Center almost nine years ago. Since that time, she served in three leadership positions in the unit and was appointed as squadron commander in March 2004.

Soon she will be working in the logistics section of the office overseeing the reconstitution of Iraq, moving cargo and supplies throughout the country.

"I volunteered for this deployment because I wanted to help build a transpor-

tation process from the ground up," Major Jenkins said. "But on a personal level, I want to learn as much as possible in a joint service arena with an international focus. I think that will help me [in my pursuit] to ensure members of the 83rd understand how aerial port fits into the big picture."

Those in the military understand why she sought out this opportunity. But a few others have asked her why a deployment to the heart of a combat zone would be appealing.

"People who wear the uniform understand intuitively why we do what we do," she said. "The bottom line is that the United States has a tremendous influence on world events. We're the ones who stop bullies from beating up on the kids next door."

"Now we have to teach them to take care of themselves," Major Jenkins said, in a reference to the United States' role in creating an autonomous Iraq.

Although she will not be working from the same overseas location where her troops were assigned, Major Jenkins says the message she's heard from returning Reservists is familiar and often repeated.

"Preparation is the key," she said. "People experience a wave of emotions when they deploy. The key is knowing how to cope with those emotions—how to get through it. It's a different culture, different weather, and in many ways a different world."

Training she received at Portland and other stateside locations will enable Major Jenkins to make a significant impact on the deployed mission, according to her boss.

"[Major Jenkins] is one of the most passionate people I know when it comes to supporting the mission," said Col. Elaine Barron, 939th Mission Support Group commander. "She's extremely qualified for this opportunity and will be able to translate the aerial port squadron mission to people with a limited background if needed—something not



Photo By Maj. James Wilson

Maj. Connie Jenkins

everyone can do."

Much of the remaining time before her deployment was spent with family and finalizing arrangements with the 83rd APS who will be without her leadership for several months.

We want "to ensure she isn't worried about things at home once she gets to Iraq," said Colonel Barron. "If anyone is prepared, it's Connie. I have no doubt she's going to be successful. When she comes back, the 83rd APS will have a commander who knows what combat operations are all about. As a leader, I think that gives you a lot of credibility with your troops."

Air Force One Source

www.airforceonesource.com

**A comprehensive source for
life's everyday challenges**

**PARENTING, FINANCIAL,
EDUCATION, LEGAL,
HEALTH ISSUES & MORE!**

**PASSWORD: READY
USER ID: AIR FORCE
1-800-707-5784
24 hours a day**

Air Force Reserve teams visiting BRAC units

by Lt. Col. Bob Thompson

Air Force Reserve Command Public Affairs

ROBINS AIR FORCE BASE, Ga. — Teams from Headquarters Air Force Reserve Command here are visiting more than 30 bases to develop timelines and actions in accordance with the Base Realignment and Closure law.

Five bases received visits in January. The command's site activation task force teams are composed of experts from a variety of career fields who assist with the complicated issues of units adding or losing people, aircraft and equipment.

"The final BRAC law tells us the overall changes that we have to accomplish," said Maj. Gen. Allen R. Poulin, AFRC vice commander. "Our headquarters teams are tasked with helping our unit folks. Together, we can figure out what specific actions will take care of our people and comply with the law."

According to the Department of Defense, the purpose of Base Realignment and Closure is to make the most efficient and effective use of all resources, improve operational efficiency, save taxpayer dollars, advance transformation and enhance the combat effectiveness of U.S. military forces.

"The site activation task force is the first step to raising questions and identifying issues associated with the realignment of our mission," said Col. William Flanigan, 939th Air Refueling Wing commander whose Portland, Ore., unit is scheduled for a visit in February. "It's important for people to understand specific answers may not be developed during the SATAF. In those cases, issues will be identified and taken back to the subject matter experts at reserve command headquarters for action."

A primary issue for these teams is the movement of people. If affected by BRAC, old jobs will go away, and people will have to compete for new positions wherever available. To ease the transition, the command is working to ensure gaining units give those moving under BRAC first priority. To do that, the command is providing full-time civilians and reservists new Web-based job placement services. Called clearing houses, these virtual job fairs take into account personal career and location preferences and work to match BRAC-displaced people with new opportunities.

Command people displaced by BRAC can learn more about the job-placement clearing houses and other assistance by accessing the guide from a military computer at <https://wwwmil.afrc.af.mil/hq/dp/brac>.

Before the moves are considered permanent, the units receiving the BRAC additions must successfully complete environmental impact evaluations over the next few months. Portland's 939th ARW is just one of many military units that will be affected by BRAC. In Air Force Reserve Command alone, BRAC will affect more than half the command in the next five years. (*AFRC News Service*)

CMSAF announces retirement

WASHINGTON — The 14th chief master sergeant of the Air Force, Gerald R. Murray, announced plans to retire this summer after serving more than 28 years. Chief Murray has served as the chief master sergeant of the Air Force since July 1, 2002.

"I've grown up as an Airman," Chief Murray said. "I've been tremendously blessed in my personal and professional life and I owe a great deal to those Air Force leaders, mentors and peers who helped me throughout my career," he said.

"I'm also grateful to have represented the best enlisted force in the world to our senior leaders, to Congress and to the American public," Chief Murray said. "It's truly been an honor to serve with such outstanding Airmen and great Americans. While my retirement will take me away from active duty status, I will always be an Airman."

Chief Murray's official retirement date is Oct. 1, but a formal ceremony and appointment for the 15th chief master sergeant of the Air Force is planned for June 30.

The Air Force chief of staff selects the individual to fill the position of chief master sergeant of the Air Force. Each major command and direct reporting unit commander and deputy chiefs of staff can nominate potential successors from within their respective commands.



PJs train in Africa

CAMP LEMONIER, DJIBOUTI, Africa — An Airman lies on the ground simulating a car crash injury, while, pararescuemen 1st Lt. Quintin Nelson, and Senior Master Sgt. Matt Ramp prepare to transport her in a Marine CH-53 Super Stallion helicopter.

The scenario was part of a search and rescue exercise here, Feb. 8. The deployed pararescuemen are assigned to the 304th Rescue Squadron, Portland, Ore. (U.S. Air Force photo by Staff Sgt. Ricky A. Bloom)

Boom gives key to air refueling

By Ms. Ruby Zarzyczny
939th Public Affairs

The weather was icy and the wind was blowing from the northwest at 100 knots on a December morning, while a boom operator waited to tell his story inside a small trailer lined with gym lockers at a large table covered with maps, checklists, and worksheets surround by the rest of the aircrew. The crew was talking about the weather, passing gas, Jedi knights and mutants, emergency procedures, touch and goes, and air traffic control.

Hours before a flight the crew, three pilots and a boom operator, reviewed the mission to ensure situational awareness. The crews needs to review and plan every aspect of the mission before take off. This communication is essential to make air refueling safe.

"The briefing is the time for preparation prior to the flight," said Sergeant Stabell, 64th Air Refueling Squadron boom operator. "By briefing all the details of a flight like how many receivers will be refueled, how much fuel will be off loaded, it allows all of the crew members to be more aware of what will be going on during the flight which leads to a safer environment for the whole crew and the receivers. Situational Awareness is the key to flying safely."

After the briefing, the crew heads out to the flight line to board the aircraft and begin their pre-flight inspections before taking off. The pre-flight inspections are done to make sure the systems are ready and working when they are needed during the flight.

Once all systems are go, the pilots fly to an air refueling track to refuel receivers [aircraft] that are scheduled for refueling during the mission. On this particular mission, the crew was to meet up with F-16s [Jedi knights and mutants] from the 4th Fighter Squadron at Hill Air Force Base, Utah.

The air refueling track is an area where the tanker will fly and the receivers [aircraft] can meet the tanker to refuel. While the tanker flies in circles in the AR

track, a ground controller directs traffic between the tanker and the receivers. The ground controller can see the whole package, the tanker, the receivers, and anything flying in the air within the track area.

"The ground controller is our communication point," said Sergeant Stabell. "The ground controller communicates between the tanker and the receiver. He's able to build our situational awareness and the receiver's situational awareness. Other times, a controller can be in the air, but typically there is a communication liaison who can see the whole package."

Once the tanker is at the AR track, it can start the refueling.

"The Tanker must maintain the course—maintain the plan," said Sergeant Stabell. "The plan is to be on an AR track and then the tanker flies up and down this track like a road in the sky. Our job is to get on the track at a particular location, time, altitude and speed for a particular receiver. For the F-16 the speed is 315 Knots which is about 360-380 mph depending on the altitude. As long as those four things happen the refueling goes pretty well."

When the receiver flies closer to the tanker, the pilots will typically see the receiver before the boom operator.

"The pilots will tell the boom operator who is in the back of the aircraft, 'I've got him at 3 o'clock coming in low he's about three miles away, he should be coming around to you now boom,'" said Sergeant Stabell. "Once the boom sees the receiver in his mirror, the boom tells the pilots, 'I've got him; he's at 5:30 for three miles.'"

As the receiver comes in, the boom operator continues to update the pilots of the receiver's position and keeps them situationally aware. The boom operator talks to the pilots to build a picture of the situation while the receivers are coming towards the tanker.

"I'll tell the pilots, the receiver is at 6 o'clock for one mile," said Sergeant Stabell. "This is Jedi flight one and two,



Photos by [unclear]
Using both hands, Master Sgt. Derek Stabell, 64th Air Refueling Squadron boom operator, maneuvers the air refueling position to refuel a F-16 fighter aircraft in a refueling track at Hill Air Force Base, Utah.

I've got Jedi one at 6 o'clock, and he's at a mile out and Jedi two is off his wing. It looks like they are going off to our left wing."

"This basically builds a picture for the pilots up front of what is happening in the back of the tanker," said Sergeant Stabell.

The boom operator must have the capability to communicate with the receiver, so the transfer of fuel can be made safely. While the receiver gets within about a half mile from the tanker, the boom will talk to the receiver, and give him the count down to contact.

"Jedi one, you're at a quarter mile; at 1000 feet, 500 feet, 100 feet," said Sergeant Stabell. "When he gets to the pre-contact position which is about 50 feet from the boom, I clear him into the boom. You're clear for contact."

Once the receiver comes in and he's at pre-contact range of about 50 feet from the boom, the boom operator gives him the steady forward light that tells him he's cleared to contact the boom.

This communication also allows the tanker pilots to know where the receiver is and the make decision to break away or continue refueling. Once the receiver gets about 10-15 feet away the boom operator will start flashing him the forward light on the belly of the tanker. Once the boom operator starts flashing that light it tells the receiver to start slowing down and holding their position.



by Ruby Zarzyczny
Refueling
g boom into
rack near Hill



Major Peter Singh, 64th Air Refueling Wing pilot, reviews the mission plan with the aircrew and crew chief prior to take off.

“At some point, it’s just a matter of judgment depending on how fast he’s closing and where you think he is at using your depth perception you start extending the boom with your left hand,” he added.

When the boom makes contact with a receiver, there is no suction just a physical contact. As the boom enters the receptacle, it is placed into rollers or locks. Once it engages mechanically, it sends an electrical signal between the two aircraft to signal the contact has been made.

“When the ‘contact made indication’ appears in the cockpit, pilots start pumping the fuel to the receiver,” said Sergeant Stabell.

While the boom operator is laying chest down controlling the air refueling boom, he or she is also keeping track of the receiving aircraft’s tail number and call sign. The boom operator then records how much fuel each aircraft got.

Sergeant Stabell attributes his ability to get the job done safely to training and experience.

“I have had three different aircrew jobs on helicopters, cargo planes and now the tanker, said Sergeant Stabell.

Through attending these excellent Air Force schools

Within five feet or so from the tanker the boom operator makes the contact and starts the refueling process.

This is done using both hands at the same time.

“With your right hand you’re using the rutterator stick to control the up and down and left and right on the boom,” said Sergeant Stabell.

“With your left hand you have your finger on the forward light and then with your index finger and your thumb you’re controlling the extension and retraction of the boom which is called the telescope lever.”

“You want to keep the boom as lined up as possible so when the receiver is coming in so you’re not off to the side of the receptacle--not too low or too high. As you’re getting closer you’re basically controlling the boom and keeping it lined up.”

as either an engineer or a boom operator, I’ve been able to increase my experience, situational awareness, and ability to communicate with my crew.”

Along with the schools that provide the foundation for their individual responsibilities, aircrews also receive Crew Resource Management training.

“Crew Resource Management is training we all receive and take on a reoccurring basis. This training teaches

us how to communicate, how to resolve conflict, how to keep situational awareness, and how to realize when were tired,” said Sergeant

Stabell. “It gives us clues on when our situational awareness is getting to a point that it is unsafe, and how to stop that chain of errors to prevent a crash or incident.”

“I enjoy the fast paced air refueling,” said Sergeant Stabell. “I enjoy the challenge of keeping it all straight and working with a crew to ensure that we do the mission in an effective and safe manner.”

QDR, budget mesh for Air Force future

by Senior Airman J.G. Buzanowski
Air Force Print News

WASHINGTON — Air Force officials announced Feb. 6 how the service's budget will mesh with the Department of Defense quadrennial defense review, creating an overall financial plan for the service's future.

The Air Force re-examines its budget annually, while DOD conducts a QDR across the armed forces every four years.

Between the two, the Air Force will begin to retire older aircraft no longer essential to its operation. The budget and QDR analyses also outline funding for new or refurbished aircraft as well as expanding existing missions, all so the Air Force can better fight the global war on terror.

"The QDR was a tough, but inclusive process," said Lt. Gen. Stephen G. Wood, the deputy chief of staff for strategic plans and programs. "We provided input and we're convinced our defense strategy is right for today and right for tomorrow."

As a result of both the QDR and budget assessments, the legislation requirements will be eased so aging weapon systems, like the F-117A Night-hawk, C-130E Hercules and KC-135E Stratotanker, will be retired over the next few years. The Air Force will also reduce its number of U-2s and B-52s.

In addition, as the Air Force prepares for the future, it will modernize the fleet of C-5 Galaxy, C-130J and A-10 Thunderbolt II aircraft, as well as refurbish the AWACS and JSTARS systems. The Air Force will also continue to acquire F-22A Raptors and C-17 Globemaster IIIs, as well as add more unmanned aerial vehicles to the inventory, such as the Predator and Global Hawk.

There will also be funding for future projects, including a new long-range strike bomber by 2018, a new combat search-and-rescue aircraft, a new tanker that will also provide airlift capabilities and a new light cargo aircraft for both the Air Force and Army, General Wood said.

Aircraft numbers aren't the only changes, however. The Air Force will add more than 1,000 "battlefield Airmen" to its ranks.

"We'll continue to improve cooperation with the other services," General Wood said. "This means putting more tactical air control party Airmen in with Army units so they can call in air strikes should the Soldiers need support."

Overall, the Air Force is looking to spend its dollars more effectively. Some operational cost increases are inevitable, such as rising fuel prices. But by saving money in some arenas, it will be able to reinvest in its other programs such as recapitalization of our force structure, said

Maj. Gen. Frank R. Faykes, director of the Air Force budget.

"We're rebalancing the Air Force into a leaner, more agile force through a total force integration that fully exploits the capabilities of the active, Guard and Reserve components," General Faykes said. "We're also doing more construction than we ever have, eliminating substandard housing units and improving dormitories."

"We'll also teach many of our Airmen more language skills and cultural awareness, both of which are key attributes in the global environment we operate in," he added.

The Air Force will also continue to expand its role in space, with additional space launches planned. New satellite systems will be put in orbit, such as updating the country's Global Positioning System over the next few years and expanding the capabilities inherent in our transformational, or TSAT, satellites.

"Airmen will see their Air Force change, but transformation is not new to us," General Faykes said. "They will see new opportunities, better quality of life, better work centers and a more effective Air Force that leverages the capabilities of our transformational systems. We'll continue to fly and fight...and we will be the dominant air and space force for the 21st century."

Reservists face discharge boards

ROBINS AFB, Ga.— A staff sergeant went to a discharge board on Jan 10 for drug abuse. The board found that the member should be separated with a General (Under Honorable Conditions) discharge.

An airman first class went to a discharge board on Jan 12 for unsatisfactory participation. The unit had initially told the member he was excused from attending a Unit Training Assembly. However, a day before the UTA, the unit found out the member was overdue for taking the physical assessment. Officials revoked the excusal and tried to make contact to tell him that if he missed the UTA, his absence would be unexcused. Even though they never made contact with him, they marked him as being unexcused for the UTA. The next UTA the member missed occurred during a snow storm. The unit marked his absence as unexcused. The member missed the next UTA as well.

He was subsequently given his no pay/no points letter. In effect, he had only four UTA periods of absence with the other eight very questionable. The board retained the member.

A senior airman went to discharge board on Jan. 19 for drug abuse and misuse of the government travel card. Ultimately, board members found the member did use cocaine and that he had a one-time misuse of his travel card of a \$74 hotel room in Las Vegas which was paid off immediately. The board did not recommend discharge.

A master sergeant with 19 years met a discharge board on Jan. 19 for failure to pay her government travel card bill. Evidence indicated she had failed to make a payment in 18 months. Nevertheless, the board members found she had not failed to make payment and recommended that she be retained. Why? Besides her years of service, there was a significant amount of mitigating evidence. She testified she discovered her husband of 18-months was a drug user and into pornography. She said her husband spent all of her money, and that their house and cars were repossessed. Evidence also indicated that she was an outstanding worker.



Mrs. Nancy Harkness Love, founder of the Women's Auxiliary Ferrying Squadron. (Photo courtesy of The Women's Collection, Texas Women's University.)

Commemerating women's service

By 1st Lt. Jonathan Felt
939th Military Equal Opportunity Office

In honor of Women's History Month, we remember many of the women heroes who have contributed so much in combat and military support:

- Jacqueline "Jackie" Cochran was a leading aviatrix who promoted an independent Air Force and was the director of women's flying training for the Women's Airforce Service Pilots program during World War II. She set more speed, distance, and altitude records than any pilot of her time, received a Distinguished Service Medal, and was the first woman to break the sound barrier.



Jacqueline "Jackie" Cochran

- Founder Clara Barton established the American Red Cross during the Civil War. Since then the American Red Cross has brought food, medical support, and comfort to thousands of soldiers during wartime and millions of others who have suffered.

- Doctor Mary Edwards Walker was initially rejected as a doctor because of her gender, so she joined the Union Army as a nurse. After three extraordinary years of service she received a

commission and was appointed assistant surgeon of the Medical Corps, making her the Army's first female doctor.

- Astronaut Dr. Sally Ride, who in 1983 beamed the first American woman to orbit the Earth.

In addition to the named heroes, we celebrate the women who took on support roles to allow more men to serve in combat, for example...

- The Army Nurse Corps, established in 1901, and the Navy Nurse Corps, established in 1908.

- The "Yeomanettes" of the Naval Coast Defense Reserve and "Marinettes" or the Marine Corps who served as clerks, radio technicians, drafters, fingerprint experts, translators, camouflage designers, and recruiters.

- The "Hello Girls" who took an enlistment oath and served unflinchingly as switchboard operators even through a fire in their building. At the end of the war they were awarded service medals but then dismissed without official military discharge due to their gender. They were not recognized as veterans until 1977.

- The many women who campaigned to support their troops, organized assistance groups, and took on industrial jobs to allow more men to serve at the front.

And even before the named heroes, before the organized groups, thousands and thousands of women proudly served and contributed to the success of our military who are only recently gaining remembrance.

Even before and during the Civil War, American women served their nation proudly with little recognition or reward. They are the women who followed companies of men to cook for them, mend clothes, and tend to injuries and illness often for no compensation at all. They are the sisters and mothers who like the legendary "Molly Pitcher" followed husband and son into combat, bringing water to the parched and exhausted soldiers. When their loved ones fell in combat, they dutifully picked up fire arms and manned cannons in their beloved's place. They are the more than 400 estimated women who dressed as men during the Civil War and hundreds more in other wars to join the battle for their country. When injured, they often bore months and years of pain in heavy silence rather than be seen by a doctor, discovered, and discharged from service.

Since the birth of this nation, women have given their sweat, their strength, and their blood for freedom and love of country. We honor their service and sacrifice.



Women's Army Corps, Randolph Field, Texas, 1944.

Civilian Employees

Promotion

Mrs. Sharon Johnson,
939th Communication Flight,
promotion to GS-9

Newcomers

Mr. Heath Conrad,
939th Mission Support
Squadron, reassignment from
Luke Air Force Base, Ariz.

Ms. Sara Beldin,
939th Operations Support
Flight New Air Reserve
Technician appointment

Mr. Odilon Carranza,
939th Maintenance Squadron,
Term civilian appointment

Mr. Benjamin Ward,
939th Operation Support
Flight, New Air Reserve
Technician Officer
appointment

Military Members

Awards & Decorations

Aerial Achievement Medal

Major Mark Hickman,
64th Air Refueling Squadron

Air Force Meritorious Service Medal

Lt. Col. Craig Allison,
939th Operations Support
Flight

Maj. Laddie Hancock,
939th Maintenance Squadron

Air Force Commendation Medal

Master Sgt. Theresa Claiborne,
939th Air Refueling Wing
Master Sgt. Steven Jensen,
939th Air Refueling Wing
Tech. Sgt. Marciano Cadatal,
939th Air Refueling Wing
Tech. Sgt. Mark Christiansen,
939th Maintenance
Operations Flight

Awards & Decorations

Air Force Commendation Medal

Tech. Sgt. Larry Lewis,
939th Mission Support
Squadron
Tech. Sgt. Rhodora Maher,
939th Communications Flight
Staff Sgt. Andrew Lyons,
939th Maintenance
Operations Flight

Air Force Achievement Medal

Tech. Sgt. James Wettlaufer,
939th Air Refueling Wing
Senior Airman George Ogilvie,
939th Air Refueling Wing

Quarterly Awards Winners

Airman

Senior Airman Aaron Schackart,
83rd Aerial Port
Squadron

NCO

Staff Sgt. Andrew Lyons,
939th
Maintenance Operations Flight

Senior NCO

Master Sgt. Robert Sattergren,
83rd Aerial Port Squadron

Looking back March 8, 1994

The Multnomah County (Ore.) Sheriff's Office requested assistance in a life search and rescue operation for two individuals who were clinging to their capsized boat in the Columbia River.

Two HH-60 helicopters and 10 crewmembers were dispatched from the 939th Rescue Wing, Portland International Airport.

One of the survivors was picked up by a sheriff's boat, but they were unable to get the second survivor.

Two pararescue specialists jumped into the water and helped load the survivor into the sheriff's boat. Officials from the sheriff's department brought the survivors to a nearby dock where they were picked up by aircrew members from the 939th RQW to Emanuel Hospital in Portland. The crew for this mission was credited with two saves.

Pole Position



Photo by Ms. Ruby Zarzyczny

The 939th Air Refueling Wing flagpole, from the construction site next to building 300 was moved Feb. 13 to the Flathead Indian Reservation, Mont. During construction, the 45 foot long flagpole had been turned into the Defense Reutilization and Marketing Office here. It was then acquired by the 25-year-old Salish-Kootenai College on the reservation; it will be the first flagpole for the school.

Anheuser-Bush extends free ticket program to military members

Anheuser-Bush Adventure Parks has extended its "Here's to the Heroes" military tribute program through 2006.

The program offers free one-day admission for more than 900,000 U.S. military members and their families at the companies nine theme parks.

Free admission is available at any of the company's Sea World, Busch Gardens, Sesame Place, Adventure Island or Water Country USA park—including Sea World in San Antonio.

For more information, visit the Anheuser-Bush website at <http://www.herosalute.com/cavtx/index.html>

Boaters Education Classes

939th Mission Support Squadron Services/Outdoor Recreation is offering the Boaters Education Class. This education is mandatory in Oregon for boaters under age 50 who operate any watercraft w/10hp motor or higher. This education will also meet Washington state boating requirements.

This class is offered to all Military, DOD, Homeland Security and any Federal employee their dependents and

up to two (non federal) civilian guest.

The class is Saturday April 8 starting at 10 a.m. and finishing around 3 p.m.

Location Outdoor Recreation Bldg 475 PANG Air Base

The cost for the class is \$10.

No food service will be available, so bring a lunch and drinks.

The class size is limited to 30 on a first come first serve basis.

Call Gregg 503-335-4176 to register

This is a great opportunity to get a Boaters Education Card that is good for life.

Job opportunities

Air Force reservists interested in a full-time career in the Active Guard Reserve program can learn more by going to the AGR website at <http://www.re.hq.af.mil/agrhome.shtml>.

Reservists in AGR status are considered active-duty members for the period of time outlined in the vacancy announcement.

TurboTax Services at no cost

Through Military One Source

Maximize your refund

Easy step-by-step process

Guaranteed 100 percent accurate

www.militaryonesource.com

Call a consultant at

1-800-342-9647

Dental premiums increase

The 2006 rates for TRICARE dental premiums will be effective February 1, 2006. The active duty single premium increases from \$9.32 to \$10.51 per month, and the family premium rate increases from \$23.31 to \$26.27. Selected Reserve single premium increases to \$10.51, the SR single-family member premium increases to \$26.27, and the SR Multi-family member rate increased to \$65.68. For more details on the TRICARE Dental Plan visit <http://www.military.com/TRICARE/Dental>.

Web site offers one-stop financial education

The federal government has a new multiagency web site devoted to financial education. It covers savings, investing, credit and social security benefits and is recommended as a good way to explore financial options. Visitors can also order a free financial tool kit from the mymoney.gov site. The guide contains information on how to choose and use credit cards, get out of debt and numerous other handy financial tips on investing. The kit can also be ordered by calling toll free (888) 696-6639.

AF portal is a must have

By logging on to the portal, users will have access to 14 of the most used personnel web services, such as the Virtual Military Personnel Flight and civilian employment pages that enhance mission capability for today's warfighter. The Air Force Portal is located at <http://www.my.af.mil>.

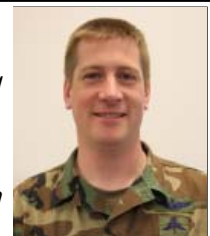
Of all your ribbons and medals, which one means the most to you?

"The Honor Graduate Ribbon [Basic Training] because I earned it on my 19th birthday."



Senior Airman Kalene Kaplan, 939th Logistics Readiness Squadron

"Air Force Commendation Medal for taking control of a fatal accident and because it was awarded on the spot."



Tech. Sgt. John Davis, 304th Rescue Squadron

"The Air Force Expeditionary Service Medal because it meant a lot to be part of Operation Enduring Freedom"



Tech. Sgt. Marc Thomas, 83rd Aerial Port Squadron

"My first Air Medal, because I got it supporting Operation Desert Storm."



Lt. Col. EJ Dieringer, 64th Air Refueling Wing

"Army Commendation Medal for serving on a gun truck in 2004 that provided security to convoys moving throughout Iraq"



Master Sgt. Joseph Holness, 939th Aircraft Maintenance Squadron



Staff Sgt. Michael Kinman (above) gets his hands dirty while removing the starter from an 86D generator.

Sergeant Michael Kinman (left) and Master Sgt. Gregory Doss, 939th Maintenance aerospace ground equipment technicians remove a starter from a 86D generator used to power the KC-135 aircraft.

Photos by Master Sgt. Ruby Zarzyczny



Photo By Tech. Sgt. Paul Persson

Senior Airman Carl B. Valentine, an immunization backup technician with the 939th Medical Squadron, immunizes Senior Airman Megan Valdepena, a communications specialist with the 939th Communications Flight.

939th Aircraft Maintenance crew chiefs direct a crane operator to lower an 11,000 pound strut from a KC-135 aircraft. The six foot long strut is like a shock absorber on your car and supports the weight of the aircraft. It will be connected to the truck [wheel platform] of the main landing gear and attached to the KC-135 aircraft.